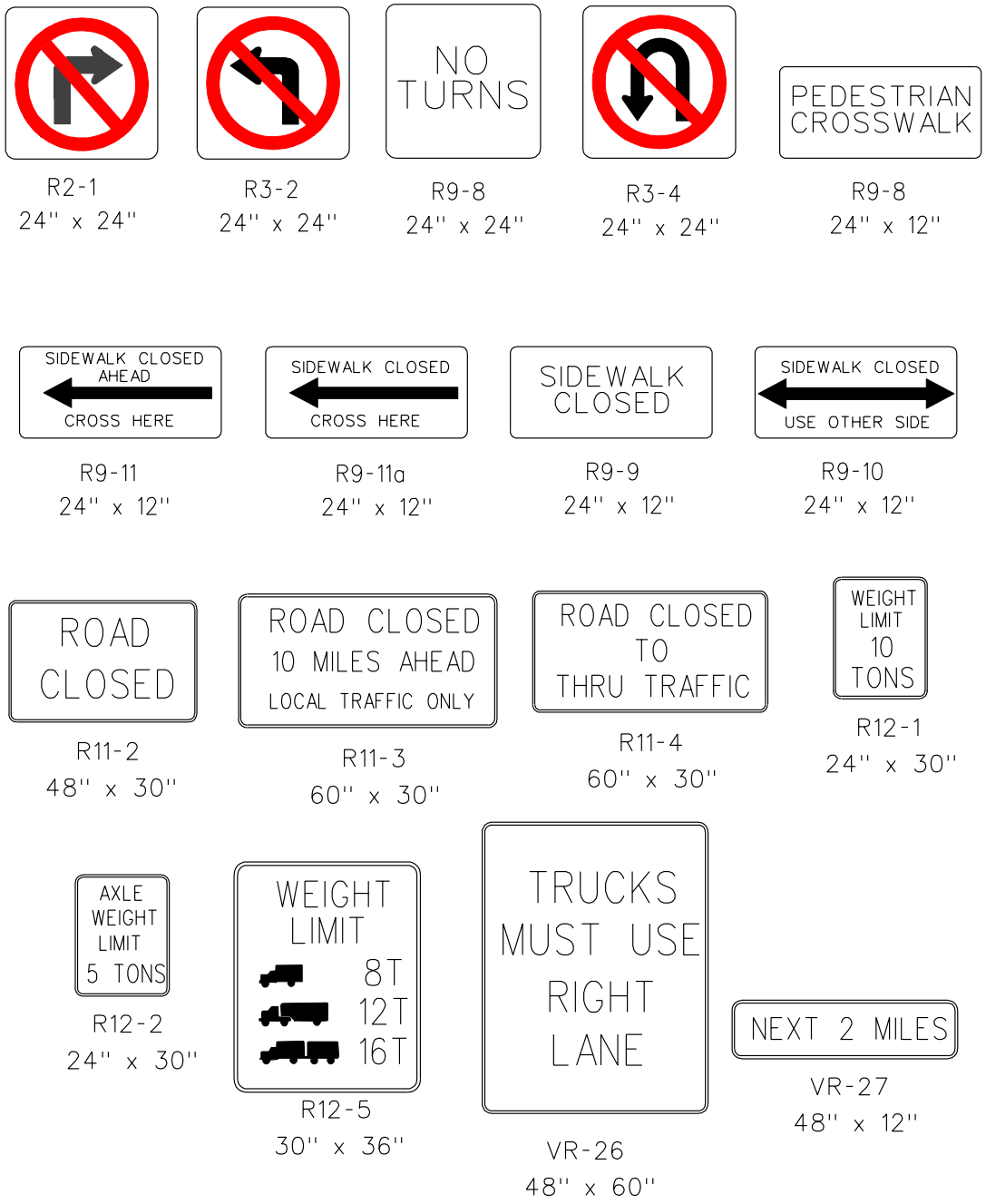
When weight restrictions are imposed, a marked detour shall be provided for vehicles weighing more than the posted limit.

Section 6F.11 STAY IN LANE Sign (R4-9)

Option:

A STAY IN LANE (R4-9) sign may be used where a multilane shift has been incorporated as part of the temporary traffic control on a highway to direct road users aground road work that occupies part of the roadway on a multilane highway.



R2-1
24" x 24"

R3-2
24" x 24"

R9-8
24" x 24"

R3-4
24" x 24"

R9-8
24" x 12"

R9-11
24" x 12"

R9-11a
24" x 12"

R9-9
24" x 12"

R9-10
24" x 12"

R11-2
48" x 30"

R11-3
60" x 30"

R11-4
60" x 30"

R12-1
24" x 30"

R12-2
24" x 30"

R12-5
30" x 36"

VR-26
48" x 60"

VR-27
48" x 12"

FIGURE 6F-2a. COMMONLY USED REGULATORY SIGNS

Option:

The END ROAD WORK sign may be installed on the back of a warning sign facing the opposite direction of road users or on the back of a Type III barricade.

Section 6F.50 Detour Signs and Markers (M4-8, M4-8a, M4-8b, M4-9, and M4-10)

Standard:

Each detour shall be adequately marked with standard temporary route markers and destination signs.

Option:

The Detour Arrow (M4-10) sign may be used where a detour route has been established.

The DETOUR (M4-8) or (M4-9) marker may be mounted at the top of a route marker assembly to mark a temporary route that detours from a highway, bypasses a section closed by a temporary traffic control zone, and rejoins the highway beyond the temporary traffic control zone.

Guidance:

The Detour Arrow (M4-10) sign should normally be mounted just below the ROAD CLOSED (R11-2, R11-3a, or R11-4) sign. The Detour Arrow sign should include a horizontal arrow pointed to the right or left as required.

The DETOUR (M4-9) sign should be used for unnumbered highways, for emergency situations, for periods of short durations, or where, over relatively short distances, road users are guided along the detour and back to the desired highway without route markers.

A Street Name sign should be placed above, or the street name should be incorporated into, a DETOUR (M4-9) sign to indicate the name of the street being detoured.

Option:

The END DETOUR (M4-8a or M4-8b) sign may be used to indicate that the detour has ended.

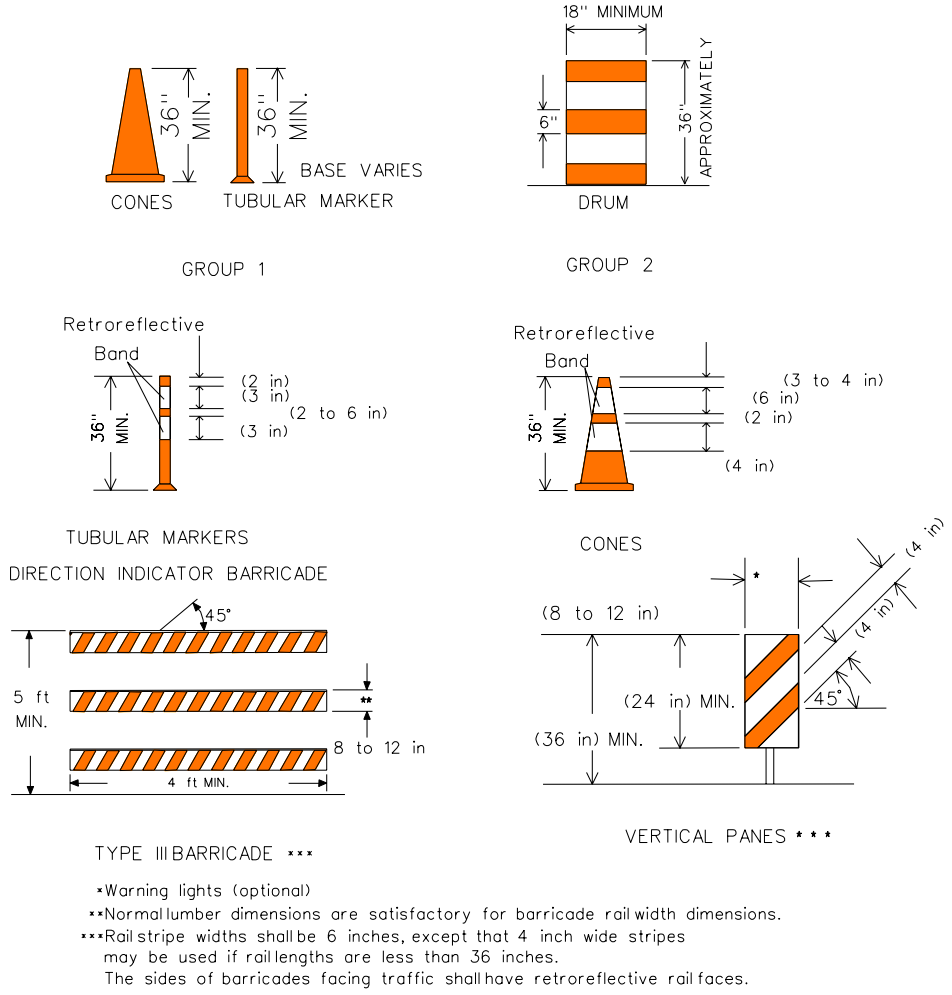
Guidance:

When the END DETOUR sign is used on a numbered highway, the sign should be mounted above a marker after the end of the detour.

Section 6F.51 PILOT CAR FOLLOW ME Sign (G20-4)

Table 6F-1. Spacing of Channelizing Devices:

Spacing of Channelizing Devices		
Work Zone Locations	**Posted Speed Limit**	**Spacing in Feet**
In Transitions and Curves	35 mph or less	20'
Parallel to the Travelway	35 mph or less	40'
Spot Construction Access *	35 mph or less	80'
In Transitions and Curves	Greater than 35 mph	40'
Parallel to the Travelway	Greater than 35 mph	80'
Spot Construction Access *	Greater than 35 mph	120'
* For easier access by construction vehicles into the work area, spacings may be increased to this distance, but shall not exceed one access per quarter mile.		



*Warning lights (optional)
**Normal lumber dimensions are satisfactory for barricade rail width dimensions.
***Rail stripe widths shall be 6 inches, except that 4 inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces.

FIGURE 6F-5. CHANNELIZING DEVICES

Option:

Tubular markers may be used effectively to divide opposing lanes of road users, divide motor vehicle traffic lanes when two or more lanes are kept open in the same direction, and to delineate the edge of a pavement drop off where space limitations do not allow the use of larger devices.

Standard:

When a non-cylindrical tubular marker is used, it shall be attached to the pavement to ensure that the width facing road users meets the minimum requirements.

A tubular marker shall be attached to the pavement to display the minimum 2 inch width to the approaching road users.

Section 6F.58 Vertical Panels

Standard:

Vertical panels shall be 8 to 12 inch in width and at least 36 inch in height. They shall have orange and white diagonal stripes and be retroreflectorized.

Vertical panels shall be mounted with the top a minimum of 36 inch above the roadway, and a minimum of 42 inch above the pedestrian travel way. Vertical panels shall be mounted with the bottom no greater than 12 inch above the ground.

Where the height of the vertical panel itself is 36 inch or greater, a panel stripe width of 6 inch shall be used.

Markings for vertical panels shall be alternating orange and white retroreflective stripes, sloping downward at an angle of 45 degrees in the direction motor vehicle traffic is to pass. Vertical panels used on expressways, freeways, and other high-speed roadways shall have a minimum of 270 inch² retroreflective area facing motor vehicle traffic.

Option:

Where space is limited, vertical panels may be used to channelize motor vehicle traffic, divide opposing lanes, or replace barricades when approved by the District Traffic Engineer.

Section 6F.59 Drums

Standard:

Drums used for road user warning or channelization shall be constructed of lightweight, deformable materials. They shall be a minimum of 36 inches in height and have at least an 18 inch minimum width regardless of orientation. Metal drums shall not be used. The markings on drums shall be horizontal, circumferential, alternating orange and white retroreflective stripes 6 inches wide. Each drum shall have a minimum of two orange and two white stripes with the top stripe being orange. Any nonretroreflectorized spaces between the horizontal orange and white stripes, shall not exceed 3 inches wide. Drums shall have closed tops that will not allow collection of construction debris or other debris.

Section 6F.72 Warning Lights

Standard:

Type A, Type B, Type C and Type D 360-degree warning lights are portable, powered, yellow, lens-directed, enclosed lights.

Warning lights shall be in accordance with the current ITE "Purchase Specification for Flashing and Steady-Burn Warning Lights".

When warning lights are used, they shall be mounted on signs or channelizing devices in a manner that, if hit by an errant vehicle, they will not be likely to penetrate the windshield.

Guidance:

The maximum spacing for warning lights should be identical to the channelizing device spacing requirements.

Support:

The lightweight and portability of warning lights are advantages that make these devices useful as supplements to the retroreflectorization on signs and channelizing devices. The flashing lights are effective in attracting road users' attention.

Option:

Warning lights may be used in either a steady-burn or flashing mode.

Standard:

Flashing warning lights shall not be used for delineation, as a series of flashers fails to identify the desired vehicle path.

Type A Low-Intensity Flashing warning lights, Type C Steady-Burn warning lights, and Type D 360-degree Steady-Burn warning lights shall be maintained so as to be capable of being visible on a clear night from a distance of 3,000 feet. Type B High-Intensity Flashing warning lights shall be maintained so as to be capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1,000 feet.

Warning lights shall have a minimum mounting height of 30 inch to the bottom of the lens.

Support:

Type A Low-Intensity Flashing warning lights are used to warn road users during nighttime hours that they are approaching or proceeding in a potentially hazardous area.